

**महाराष्ट्र शासन**

**सामान्य प्रशासन विभाग**

शासन निर्णय क्र:- विचासं-१११८/प्र.क्र.१४/२८-अ

हुतात्मा राजगुरु चौक, मादाम कामा मार्ग, मंत्रालय,

मुंबई-४०००३२.

दिनांक- २५ जानेवारी, २०१८

**प्रस्तावना-**

राज्याचे हेलिपॅड धोरण तयार करण्याची बाब शासनाच्या विचाराधीन होती. त्या अनुषंगाने केंद्र शासनाच्या नागरी विमान महासंचालनालयाचे नियम लक्षात घेवून राज्याचे हेलिपॅड धोरण तयार करण्यात आले आहे.

**शासन निर्णय-**

केंद्र शासनाच्या नागरी विमान महासंचालनालयाचे नियम लक्षात घेवून तयार करण्यात आलेल्या सोबतच्या **परिशिष्ट-अ** प्रमाणे महाराष्ट्र शासनाच्या हेलिपॅड धोरणास याद्वारे मान्यता देण्यात येत आहे.

२. हेलिपॅड संबंधित सर्व यंत्रणांना या हेलिपॅड धोरणाचे काटेकोरपणे पालन करणे आवश्यक करण्यात येत आहे.

३. राज्यातील सर्व जिल्हाधिकार्यांनी हेलिपॅड धोरणाप्रमाणे जिल्ह्याच्या प्रत्येक तालुक्यात कायमस्वरूपी हेलिपॅड करण्यासाठी नियोजन करून जागा निश्चित करावी व त्याप्रमाणे अहवाल संचालक, विमानचालन संचालनालय, मुंबई यांचेमार्फत शासनास सादर करावा.

६. सदर शासन निर्णय महाराष्ट्र शासनाच्या [www.maharashtra.gov.in](http://www.maharashtra.gov.in) या संकेतस्थळावर उपलब्ध करण्यात आला असून त्याचा संगणक संकेतांक २०१८०१२५११४४५०४६०७ असा आहे. हा आदेश डिजिटल स्वाक्षरीने साक्षांकीत करून काढण्यात येत आहे.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने,

( शुभांगी आगाशे )

महाराष्ट्र शासनाचे उप सचिव

प्रत माहितीसाठी व कार्यवाहीसाठी-

१. मुख्य सचिव, महाराष्ट्र शासन , मंत्रालय, मुंबई.
२. अप्पर मुख्य सचिव , मा.मुख्यमंत्री सचिवालय, मंत्रालय, मुंबई.
३. अप्पर मुख्य सचिव , गृह विभाग, मंत्रालय, मुंबई

४. प्रधान सचिव (विमानचालन), सामान्य प्रशासन विभाग, मंत्रालय, मुंबई.
५. प्रधान सचिव (महसूल), महसूल व वन विभाग, मंत्रालय, मुंबई.
६. प्रधान सचिव, सार्वजनिक बांधकाम विभाग, मंत्रालय, मुंबई.
७. विभागीय कार्यकारी संचालक, भारतीय विमानपत्तन प्राधिकरण(पश्चिम क्षेत्र), मुंबई.
८. उपाध्यक्ष तथा व्यवस्थापकीय संचालक, महाराष्ट्र विमानतळ विकास कंपनी, मुंबई.
९. सचिव, (मदत व पुनर्वसन), महसूल व वन विभाग, मंत्रालय, मुंबई.
- १०.पोलिस महासंचालक, महाराष्ट्र राज्य , मुंबई
- ११.सर्व जिल्हाधिकारी
- १२.सर्व जिल्हा पोलिस अधिक्षक

## **Annexure-A**



### **GENERAL ADMINISTRATION (AVIATION) DEPARTMENT GOVERNMENT OF MAHARASHTRA**

File No- विचासं-१११८/ प्र.क्र.१४/२८-अ

Date- 25<sup>th</sup> January 2018

### **Helipad Policy of Government of Maharashtra**

#### **Introduction**

1.1 The Government of Maharashtra has prepared a policy on the development and use of helicopter landing sites and heliports in Maharashtra. The Directorate General of Civil Aviation, India (DGCA) has already issued Civil Aviation Requirements and other guidelines pertaining to design and operations of helicopter. As such documents are highly technical in nature, a policy document has been prepared that not only simplify stipulated regulations but also customize them (wherever possible) so as to suit the requirements of Maharashtra. This document is in consonance with the existing DGCA requirements and utilises the specification of the heaviest helicopter under 5700 Kilograms AUW ( All Up Weight )

1.2 The policy set out factors that may be used to determine the suitability of a site for landing and take-off of helicopters in Maharashtra.

1.3 Application of the policy will enable administration at regional level such as district collector and / or any other agency that would be made responsible for the development of temporary / fixed helicopter landing sites and or heliports in Maharashtra.

1.4 This circular is to help all concerned to have a quick reference towards requirement of Helicopter Operations. The details can be found in the Helipad Policy approved by the Government of Maharashtra.

#### **Applicability**

2.1 This circular provides the design specification that are considered necessary for development of Temporary helicopter landing sites and/or heliports that are located outside a licensed aerodrome and used by helicopters engaged in carrying VVIPs, VIPs, Government officials, passengers or cargo for hire under Visual Flight Rules (VFR) conditions.

2.2 The helicopter operations from landing sites used for private operations on regular basis may also follow the requirement laid in this circular for ensuring safety of helicopter operations. The objective of the policy is to ensure safety during take-off or landing of all helicopters registered in India with DGCA.

2.3 This circular is applicable to the helicopter operator carrying out such operations and also to organization which are assigned with the responsibility by the helicopter operator to ensure safety requirement for their operations.

2.4 This Circular will cater to majority of the Helicopters operating under DGCA registration and all helicopters up to a maximum all up weight of 5700 Kgs. Helicopters above 5700 Kgs are to follow the relevant instructions as laid own by DGCA.

2.5 The helicopters operated by the Indian Armed Forces are to operate within the envelope as approved by the respective Service Headquarters/ Ministry of Defence. The said Helicopters when operating with VVIP's will adhere to laid down requirement of Blue Book.

### 3. Selection of site

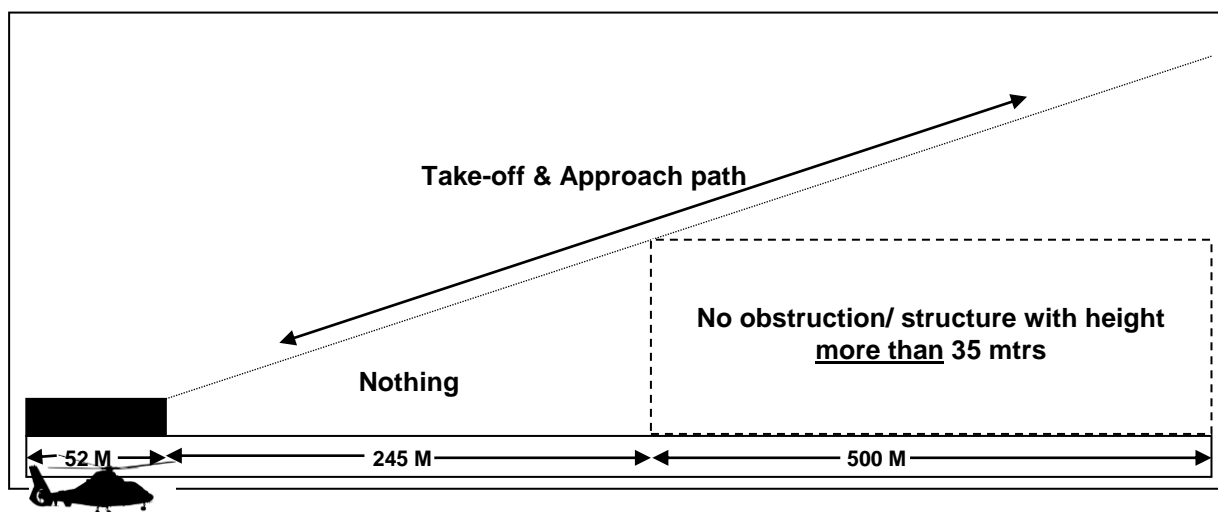
3.1 Preference will be given to the following sites:

- a) Within MIDC Area - Details enclosed
- b) District Police Parade Grounds
- c) Open Playgrounds

3.2 The site should be a level piece of well-drained firm ground, either good grass or solid surface free from loose stones, debris.

3.3 The Chosen site should have a clear square area of 52 Metres X 52 Metres.

3.4 The approach and take off area to and from the designated landing site should be obstruction free up to a distance of 245 metres from the edge of the Helipad in both the directions. The Approach and Takeoff Area should also be firm in nature to allow a Forced/Emergency landing. The highest obstruction between 245 metres from the edge of the helipad and 500 metres from the edge of the helipad, in the take-off and approach direction should not be more than 35 metres in height.



3.6 The site and adjoining area, up to a distance of 500 Metres from the centre of the helipad Site selected, should be free of electric wires, telephone cables, data/tv cables, microwave tower, transformers and any such objects that may become an obstruction for safe operation of the helicopter.

3.7 The site should be preferably clear of densely populated areas.

3.8 The site should have easy two way access for vehicular movements such as fire brigade and ambulance.

3.9 The site should have provisioning of facilities for cordoning off area. The crowd is to be barricaded at least 300 metres from the centre of the landing site and only minimum necessary authorised personnel be allowed to enter the helipad Area. This list is to be

approved by the DC/SP. The reception party to receive and see of the VIP will consist of the Administrative head, Police Head and Local MP/MLA only.

3.10 Existing landing sites at the Police parade grounds and school grounds may be considered as temporary helicopter Landing sites if they are meeting the safety requirements as laid down in Para 3.3 to 3.9. A list of existing sites that may be used is provided in Annex III

3.11 No flying activity is to be undertaken from a Helicopter landing Site not chosen as per this Policy. (However in case of any Relief operations towards Natural/ Manmade Disasters or Medical Emergencies the DC has the Authority to approve the flying operations in his/her area of responsibility)

3.12 The location selected for the site must be approved by the Director Civil Aviation, of the State Government.

3.13 The existing sites which are approved by DGCA will continue to be used under intimation to the District Collector.

#### **4. Physical characteristics of Helicopter landing site (refer Annex I)**

4.1 The Helipad should be a clear area of either a Square of 52 m X 52 m or circular in shape with a minimum diameter of 52 m. The helipad is to be clearly demarcated.

4.2 Landing Area should be firm in nature and of minimum dimension of 14 m X 14m. The Touchdown area boundary should be marked in white. The touchdown point will be marked by a White H with a dimension of 1.8 m X 3 m.

4.3 The Landing area should be capable of taking a weight of 5700 Kgms.

4.4 An Approach and Take-off climb surface from the end of the safety area and centred on a line passing through the centre of the Final Approach and Takeoff Area (FATO), should be available for a distance of at least 245 meters with a width of 52 metres.

#### **5. Visual aids**

5.1 Wind direction indicators.

5.1.1 A heliport shall be equipped with at least one fixed or portable wind direction indicator.

*5.1.2 A wind direction indicator shall be located so as to indicate the wind conditions over the Helipad and in such a way as to be free from the effects of airflow disturbances caused by nearby objects or rotor downwash. It shall be visible from a helicopter in flight, in a hover or on the movement area. It should, preferably be not positioned in the direction of Approach and Takeoff.*

5.1.3 An indicator should be a truncated cone made of lightweight fabric and should have the following minimum dimensions;

	Surface level helicopter landing site
Length	2.4 m
Diameter (Large end)	0.6 m
Diameter (smaller end)	0.3 m

#### **6. Rescue and fire fighting**

6.1 The District Administration will be responsible to provide the following at the proposed site from 00:45 minutes prior to arrival of the helicopter to 00:30 minutes after the departure:

- Fire Tender with a capacity to discharge foam at a rate of 500 litres/minute and carry 50 Kgs of dry chemical powder
- Ambulance with minimum of two paramedics. In case of VIP operations the medical officer will also be available in the Ambulance.
- Quick Reaction Team (QRT) for security purpose.
- Communication facility from the Helipad to the District HQ and Disaster Control Room.

## **7. General safety requirements**

7.1 Prior permission from owner of the helicopter landing site / heliport/ aerodrome should be obtained by the helicopter operator before operation. The Helicopter operator must pass the Mobile number of the crew and technical personnel to the District Administration.

7.2 Subject to the number of movements, system for communicating with aircraft from ground to communicate essential information, either through walkie-talkie/ VHF/ Aldies lamp, is desirable. Aircraft operator / aerodrome owner may either provide facilities themselves or designate/ assign the responsibility to a person for safety of aircraft operations, passengers and people on ground.

7.3 The Helipad being utilised is to be suitably watered 15 minutes prior to actual landing and takeoff time to avoid Dust Bowl phenomenon

7.4 When such place is used by helicopters carrying VVIP and or VIP, all instructions issued in this regard from time to time, by the Government, shall be complied with during such operations.

7.5 All flight from the landing sites will operated with valid FIC and ADC.

7.6 Necessary arrangement for picketing /mooring of helicopter should be made for overnight parking as well as at aerodromes likely to be affected by strong winds/ weather.

## **8. Roles and responsibilities**

### **8.1 District collector**

Development of helicopter landing site

The district collector shall be responsible to ensure that the helicopter landing sites in Maharashtra are developed as per the policy. For the development of helicopter landing site — temporary and or permanent — the district collector may assign Public Works Department and or any other competent department with the responsibility of development of site as per the policy. The coordinates of the proposed site will be checked with the Topography Sheets and cross checked with GPS. Both the coordinates are to be forwarded.

For a temporary helicopter site — developed by local authorities such as district collector

Recent images of the site and or a video of the site recorded through a mobile phone and or any other device may be provided to the Director Civil Aviation and helicopter operator at least 24 hours prior to the flight timing. On completion of the first flight a detailed report including coordinates pictures and general weather conditions are to be forwarded to the Director Civil Aviation to prepare and update a Master List.

Arrangement of ambulance, rescue and fire fighting and security services

The district collector shall be responsible for arranging an ambulance, fire fighting and security services during the movement of VVIP, VIP and any other designated official of Government of India and Government of Maharashtra. A Medical Officer should be available for pre flight medicals of the aircrew.

Monitoring of construction in and around the designated helicopter landing sites

The district collector shall be responsible to ensure that any kind of construction does not take place around helicopter landing site which may become an obstruction for helicopter operations.

Transfer of Excess Baggage - The District Collector is to make suitable arrangements for:

(a) Positioning of VIP Baggage at least 15 minutes prior to takeoff for security clearance and loading.

(b) Transfer all excess baggage above the 7kilogram limit per passenger by road to the next/final destination.

No Objection Certificate:

A No Objection Certificate as per Annexure IV is to be signed by the District Authority and forwarded to the Director Civil Aviation prior to commencing of the flight.

## **8.2 Helicopter operator**

Helicopter operator through shall be responsible for the safety of helicopter operations, passengers and people on ground. The helicopter operator shall ensure that security and anti-hijacking arrangements are made as per his approved Security Manual and norms issued by BCAS/DGCA/MHA from time to time in this regard.

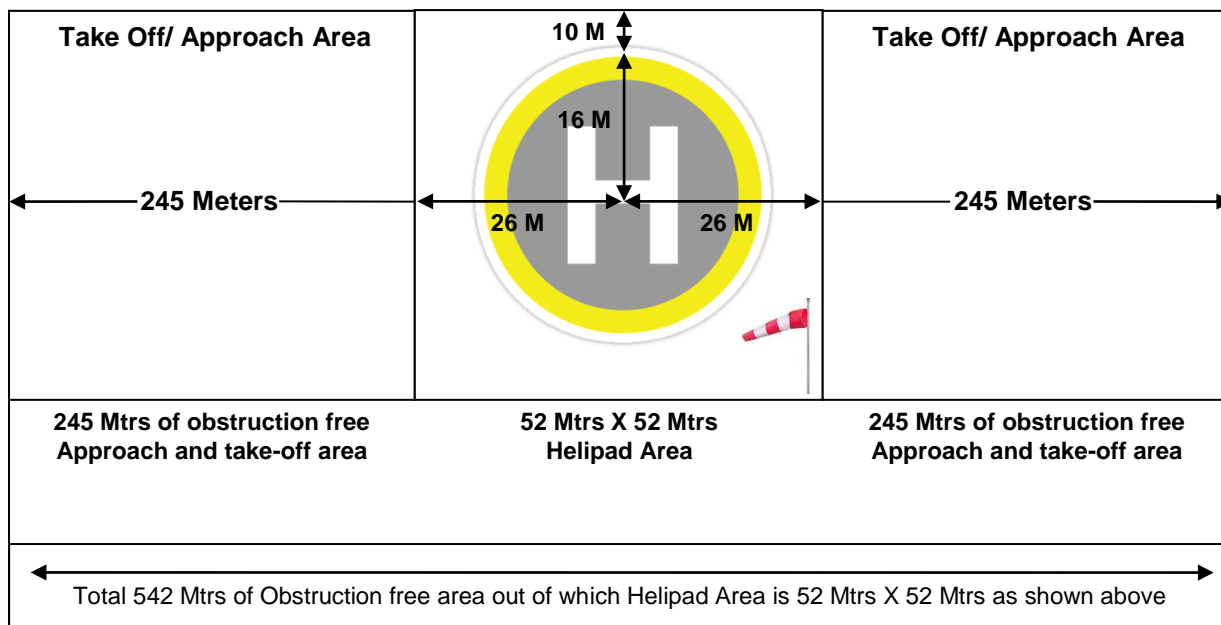
The Helicopter operator before commencing the operation from such place shall ensure that the minimum facilities and other requirement laid down in the CAR are available at the landing site. The Helicopter Operator is to liaise with the District Administration so that the facilities required at landing sites for the operation purpose are made available by required agency on continuous basis during the operation. The Helicopter Operator is to liaise with the District Administration and ensure that per passenger, only One piece of Baggage not weighing more than 7Kgs is security cleared for loading on to the helicopter at least 15 minutes prior to takeoff.

## **8.3 Directorate of Civil Aviation, Maharashtra**

The DCA, Maharashtra will be responsible for providing approvals for all operations taking place at a particular helicopter landing site. The DCA, Maharashtra may also conduct safety audit from time to time to ensure that the set forth specifications of policy are complied with. The DCA will be responsible for updating the specification as and when required. The DCA is also to prepare a Master list of helicopter landing sites.

## **8.4 State police**

The state police department will be responsible for providing security services as and when required. The district collector will coordinate and communicate with the state police department to avail security services especially during the movement of VVIP, VIP and any other designated official of Government of India and Government of Maharashtra.





**Existing land resources with MIDC**

MIDC has constructed a total of 18 Helipad Plots in their area. 04 helipad plots out of these have been converted and allotted to industry. They are as follows:

- a) Indapur Industrial Area
- b) Chincholi industrial Area
- c) Dhule Industrial Area
- d) Shendra Five star Industrial Area.

14 Helipad plots/ Helipads do not meet the requirements as they are surrounded by HT Lines/ Power Lines/ Communication Towers etc.

## Existing Temporary landing Sites

<u>Sl. No.</u>	<u>Place</u>	<u>Latitude (N)</u>	<u>Longitude (E)</u>	<u>Elevation</u>
a)	Ahmednagar	19 06 02	074 44 05	2150
b)	Amravati Agri University	20 56 05	077 48 21	1230
c)	Arki - Pune (PRIVATE)	18 33 00.85	073 47 56.30	1870
d)	Babhulgaon - Latur	18 23 20	076 37 21	2060
e)	Balewadi - Pune	18 34 22	073 45 48	1910
f)	Beed	18 59 26	075 44 27	1690
g)	BKC Nasik	20 02 32	073 51 03	2010
h)	Buldhana	20 32 05	076 11 15	2150
i)	Chandrapur Helipad	19 58 32	079 19 05	700
j)	Chikaldhara	21 24 06	077 19 60	3580
k)	Chiplun	17 31 45	073 31 16	30
l)	Choundi	18 49 04	077 00 04	1680
m)	DAKC (PRIVATE)	19 06 39	073 00 40	40
n)	Dapoli	17 45 30	073 10 49	570
o)	Dhule	20 53 48	074 46 21	880
p)	Gadchiroli	20 10 25	079 58 39	710
q)	Hingoli	19 42 53	077 08 37	1500
r)	Hinjewadi	18 35 35	073 43 33	1930
s)	Jalgaon	21 00 27	075 33 39	750
t)	Jalna	19 49 27	075 52 25	1700
u)	Kolhapur	16 43 02	074 14 12	1840
v)	Koyna	17 24 31	073 44 53	2190
w)	Lavasa	18 24 26	073 31 02	2800
x)	Mahabaleshwar	17 55 08	073 38 31	4250
y)	Mul	20 03 27	079 39 28	680
z)	Nandurbar	21 20 55	074 13 40	750
aa)	Nasik PPG	20 00 07	073 46 44	1930
ab)	Oras - Sindhudurg	16 06 48	073 41 41	110
ac)	Paithan	19 28 46	075 22 49	1470
ad)	Pandharpur	17 39 45	075 18 17	1560
ae)	Parbhani	19 14 48	076 47 13	1330
af)	Pashan PPG	18 32 34	073 49 26	1950
ag)	Phaltan	17 58 30	074 25 25	1870
ah)	Pimpri - Pune	18 38 38	073 48 57	1960
ai)	Racecourse - Mumbai	18 58 55	072 49 18	40
aj)	Rajbhavan - Mumbai	18 56 34	072 47 38	70
ak)	Ramgiri - Nagpur	20 09 40	079 03 38	1050
al)	RCF - Alibag	18 38 60	072 53 22	20
am)	RCF - Chembur	19 02 32	072 54 05	70
an)	RCP (PRIVATE)	19 07 52	073 00 39	40
ao)	Reymonds (PRIVATE)	19 12 23	072 58 06	60
ap)	Sangli PPG	16 51 03	074 35 42	1870
aq)	Satara PPG	17 41 43	074 00 23	2230
ar)	Shirdi	19 46 16	074 27 26	1700
as)	Shirke - Pune (PRIVATE)	18 31 12	073 54 50	1870
at)	Shivneri Fort	19 11 59	073 51 34	3000
au)	Sironcha	18 50 01	079 57 30	400
av)	Symbiosis (PRIVATE)	18 31 58	073 43 56	2300
aw)	Talegaon (PRIVATE)	18 46 29	073 41 43	2080
ax)	Tuljapur	17 59 38	076 04 40	2150
ay)	Uttan	19 15 58	072 47 48	150

### No Objection Certificate for Helicopter landing at

\_\_\_\_\_ Helipad, District \_\_\_\_\_, on \_\_\_\_\_.

This to certify that the \_\_\_\_\_ Helipad situated at \_\_\_\_\_, Taluka (*Name of Place*) \_\_\_\_\_, District \_\_\_\_\_, confirms to the stipulations laid down in the Helipad Policy issued by the Government of Maharashtra vide Government Resolution No. \_\_\_\_\_/0118/CR- \_\_\_\_\_/ 28A dated : \_\_\_\_\_ January, 2018 and the prevalent Regulations laid down by the Director General of Civil Aviation, Government of India, the details of which are as follows :

1. Size of Helipad (In Meters) : \_\_\_\_\_
2. Lat./Long. Coordinates : \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, N ; \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, E.  
(Degrees/Min/Secs) (Degrees/Min/Secs)
3. Cordoned area surrounding Helipad : \_\_\_\_\_
4. Kind of Terrain (*Hard/ Soft*) : \_\_\_\_\_
5. Take Off/Approach Clearance : \_\_\_\_\_  
(As per Circular dated : \_\_\_\_\_ )
6. Obstruction Height and Direction : \_\_\_\_\_  
From Helipad (*Distance in Meters*)
7. Safety services provided
  - a) Fire Engine : \_\_\_\_\_
  - b) Fire Extinguisher (Foam Type) : \_\_\_\_\_
  - c) Ambulance : \_\_\_\_\_
8. Any additional information : \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_.

The above Helipad specifications have been inspected by Shri \_\_\_\_\_, Ex.Engineer, \_\_\_\_\_ (Name of the area), P.W.D. and confirmed by me.

Sign : \_\_\_\_\_

Name : \_\_\_\_\_

(Collector/ Resident Deputy Collector)

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

District : \_\_\_\_\_